

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no _____

Property Name: Building 234NS Inventory Number: AA-2427
Address: Halligan Road Naval Support Activity Annapolis, North Severn Complex Historic district: yes ☒ no
City: Annapolis Zip Code: 21402 County: Anne Arundel
USGS Quadrangle(s): Annapolis
Property Owner: United States Navy Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Contract N40080-07-D-0311, Delivery Order 40 Agency: NAVFAC Washington
Agency Prepared By: The Louis Berger Group, Inc
Preparer's Name: Patti Kuhn Date Prepared: 7/20/2010
Documentation is presented in: _____
Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Site visit by MHT Staff yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Building 234NS

Setting

Building 234NS is located on the south side of Halligan Road on the former Naval Station Annapolis, now part of the North Severn Complex of Naval Support Activity Annapolis (NSAA). Building 234NS and the North Severn Complex sit on the north side of the Severn River across the river from the United States Naval Academy (also part of the NSAA). North and east of the North Severn Complex is Greenbury Point, the location of the former Naval Radio Transmitting Facility.

Description

Built in 1941 as a seaplane hangar, Building 234NS stands on a large, concrete apron on the north side of the Severn River and faces slightly northeast-southwest. The former hangar has a rectangular footprint and sits on a solid parged concrete foundation. The exterior walls are clad in corrugated metal siding; however, a demolished lean-to on the northeast elevation reveals that the

MARYLAND HISTORICAL TRUST REVIEW

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MHT Comments:

Amanda R. [Signature]
Reviewer, Office of Preservation Services

10/27/2010
Date

N/A
Reviewer, National Register Program

Date

201004123

NR-ELIGIBILITY REVIEW FORM

AA-2427

Building 234NS

Page 2

current siding was attached to an earlier layer of corrugated metal that was perhaps the original cladding. The building has a shallow-pitched front-gable roof that is covered in corrugated metal.

The north elevation of the building is lined with two continuous rows of multi-light metal-sash industrial windows. The lower level of windows has a concrete sill. The north elevation originally had three one-story lean-to sheds. The westernmost shed served as a heater and boiler building, and the adjacent shed held the oil tank. The oil-tank shed has been demolished, revealing stretcher-bond brick on the north elevation of the former hangar and the east elevation of the adjacent heater building. The use of brick most likely indicates that the oil tank shed was built to be fireproof. The third heater lean-to, located near the east side of the north elevation, has been demolished; a brick section of wall on the north elevation of the former hangar indicates its former location. A second lean-to used as a heater building is located near the center of the building, and a propane storage shelter is located on its east side. The extant lean-to sheds are clad in corrugated metal and have corrugated shed roofs.

The east elevation of the building has two rows of vertical four-by-seven-light metal-sash windows. Below the lower row of windows, the exterior wall is clad in metal panels. A pent-roof metal awning lines the elevation above the upper row of windows. The center bay of the elevation consists of a large full-height sliding door that has been pierced with a central opening. It is unclear if the central opening is original; however, it was most likely created to avoid using the large sliding door. An additional, smaller sliding metal door is located south of the center door.

The south elevation of the former hangar is lined with a two-story office wing that has a corrugated metal shed roof. The first and second stories are pierced by continuous rows of multi-light metal-sash windows. The row of windows on the first story has a concrete sill and is intermittently broken by single-leaf and double-leaf metal replacement doors. The row of windows on the second story is sheltered by a continuous metal awning. In between the rows of windows, the exterior wall is clad in metal panels. Clerestory windows line the south elevation of the building above the office wing.

The original west elevation of the building was completely removed circa 2000. Historically, the west elevation was similar to the east elevation with a large center sliding door and two rows of windows. Currently, the northwest elevation has three large full-height openings with canvas roll-up doors. The siding on the west elevation has been replaced with new corrugated metal.

The interior of the building is a large open space now used for repairing sailing craft. A small section of the east side of the interior is fenced and contains supply materials for the Naval Academy. The south section of the building holds offices on the first story. The ceiling is exposed, showing the metal roof trusses and wood ceiling panels. Historically, the two-story office wing held several small rooms on each floor that included offices, a ready room, an electric shop, a radio shop, a flight gear locker, and a parachute well (Naval Academy Archives 1952).

Historical Background

The U.S. Navy's first aviation base was established in 1911 on Greenbury Point, across the Severn River from the Naval Academy. The small station became the Navy's first formal naval aviation training program. The airfield tested gasoline motors and performed other experimental work, and included instruction at the aviation school. The unit was transferred to Pensacola, Florida, in 1914, temporarily ending the aviation program at the Naval Academy (Global Security 2010).

In 1925 the Naval aviation training program in Annapolis resumed at the Naval Academy. The Bureau of Navigation and the Superintendent of the Naval Academy, L. N. Nulton, urged the reestablishment of the program and emphasized that training in aviation was one of the fundamentals of a general Naval education. The lack of facilities for the program was a concern, yet the first course was offered in the summer of 1925. The first summer, the midshipmen received eight hours of flight training in F-5L

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NR-ELIGIBILITY REVIEW FORM

AA-2427

Building 234NS

Page 3

seaplanes, and by 1926, H-16 seaplanes were added to the fleet. A small combined landplane and seaplane station was recommended for the training program as early as 1926, and in 1929 a plane shelter and crane were constructed at the Santee Dock on the Naval Academy main campus. The same year the Naval Air Detail was officially established at the Academy as the VN8D5 squadron. The instruction of midshipmen was the squadron's primary duty, and the facilities at Santee Dock served as the base of operations. At the time of its establishment, the squadron had four seaplanes: two PNs and two F-5Ls (Naval Academy Archives 1945).

In 1934 the commander of the VN8D5, M. T. Seligman, appealed to the Superintendent of the Naval Academy for permanent facilities for the upkeep and maintenance of the training planes. The commander emphasized that the facilities at the Santee Dock had been built as a temporary solution until proper facilities could be built and stated that "the situation which was unsatisfactory in 1931 has reached a point where safety of operation is more than ever jeopardized" (Seligman 1934). The superintendent, David F. Sellers, initially disagreed with the construction of permanent facilities for the flight instruction program as "such facilities encroach on the space which is already devoted to necessary activities." Sellers also thought that the Navy already had similar facilities in Philadelphia, Anacostia, and Norfolk (Sellers 1934). However, requests for new facilities, in particular a hangar, persisted, and a new hangar for the training program was approved in 1937 and completed by 1941 on the north shore of the Severn River, adjacent to the Naval Experimental Station. The construction also included a large parking apron for aircraft and a basin, which was built by infilling the shoreline south of Carr Point. The completed facility included a 4,155-square-foot concrete apron, the seaplane basin, and a seaplane ramp (Naval Academy Archives 1945; Preston et al 2003:69; Shafroth 1937).

The Navy expanded the area adjacent to the Naval Experimental Station simultaneously with the new hangar. Construction included an Enlisted Men's Barracks in 1941 and Bachelor's Officer's Quarters, Boat Repair Shed, Dispensary, and Drill and Combat Areas in 1942 (Cullinane and Robinson 1999:39). In 1943 the Navy purchased 123 additional acres of land to improve the living conditions of 800 men living on the USS Reina Mercedes and the USS Cumberland (Global Security 2010). The same year marked the construction of the Small Craft Repair Facility, storage buildings, and the Marine Railway. The area adjacent to the hangar was also being used for the storage of the Naval Academy's Yard Patrol Crafts (Yps), which had been docked in the area since 1939, and therefore many of the newly constructed facilities supported the mission of the Yps (Cullinane and Robinson 1999:34; USGS 1937, 1978).

After World War II, emphasis on training midshipmen increased and utilized the combat information center aboard the carrier Block Island, which had been towed to the Naval Academy in 1946 and was later replaced by the USS APL-5. The training plane used by the training squadron after the war was the N3N-3, known as the "Yellow Peril." The N3N-3 was a bright yellow float biplane used during World War II for flying and gunnery training. In 1938 the Naval Aircraft Factory in Philadelphia built more than 800 N3N-3 models, and the Navy's primary flight training schools used N3Ns throughout World War II. After the war ended, a few of the seaplanes were retained for primary training at the Naval Academy. The planes arrived in 1946 and were in use at the academy until 1961, when they were retired from service. The Naval Air Facility was the last military user of the Yellow Peril, which was also the last biplane used in United States military service. One of the seaplane trainers from the Naval Academy is now housed in the Smithsonian National Air and Space Museum (Freeman 2010; Preston et al 2003:69; Smithsonian 2010).

In 1947 the training area received the designation Naval Air Activity, and in 1950 it was recommissioned as a Naval Air Facility (Preston et al 2003:69). By the 1950s the Navy was questioning the effectiveness of seaplanes to provide realistic, modern training, but attempts to acquire land for an airfield failed. Consequently, the Naval Air Facility closed on January 17, 1962 and the property was transferred to the Naval Academy for use for storage and supply and later became part of the Naval Station Annapolis. (Preston et al 2003:69). The area that was formerly the seaplane basin and apron, along with Building 234NS, became part of the Naval Support Activity Annapolis (NSAA) in 2006. The current mission of the NSAA is to provide material, personnel, and service support to the Naval Academy by maintaining small craft, equipment, and facilities for midshipmen training and by

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providing logistical support to the Naval Academy in its midshipmen professional development program. As a result the station maintains a fleet of over 250 Yps and sail craft, operates an Industrial Repair Department, employs divers who ensure the underwater integrity of operations, and provides pistol and rifle ranges (Sullivan 2006, Global Security 2010). The Hangar is currently used for the repair of boats, and the apron is used to store sailing craft owned by alumni of the Naval Academy.

Evaluation

Building 234NS retains a low level of integrity. Changes made to the building since its construction include the replacement of the original siding, removal of integral lean-to sheds that provided heat to the building, and the complete removal and replacement of the west elevation of the building. The integrity of design, materials, workmanship, and design has therefore been compromised. In addition, the building no longer serves as a hangar and is primarily used for the repair of small sailing craft and for supply storage. The majority of the buildings that were constructed concurrently with the hangar have been demolished. Currently, only two storage buildings (Buildings 243 and 244), built in 1946, remain. Building 66, built in 1943, is extant; however, it has been greatly modified and was built as a small craft repair shop for Yps and not as a support building for the hangar. The original seaplane ramp has been demolished. Therefore the building no longer retains integrity of setting, feeling, and association.

Building 234NS is recommended as not eligible for the National Register of Historic Places under Criterion A or Criterion C, as the building no longer conveys its association with the Naval Air Facility of the U.S. Naval Academy. The building is a typical hangar type that is found at other naval installations and has undergone several alterations since its construction, in particular the removal of the west façade. Since Building 234NS and the buildings in its immediate vicinity lack integrity, Building 234NS no longer reflects its use as a seaplane storage and repair building for the instruction of midshipmen. The building is not associated with any significant persons and is therefore not eligible under Criterion B. Building 234NS was not evaluated under Criterion D.

In addition, a National Register-eligible historic district that would include Building 234NS is not recommended. The majority of the buildings built in the boat basin area have been demolished, many in the last 10 years. Since the area was surveyed in 1999, Buildings 232 and 233 (product storage ready, 1941), Building 238 (boat house, 1943), Building 239 (boat house, 1950), Building 242 (waterfront transportation shed, 1941), and Building 245 (hazardous flammable storehouse, 1953) have been demolished (Cullinane and Robinson 1999). Buildings constructed in the last 35 years have been built in the vicinity of Building 234NS and do not relate to the function of the Naval Air Facility. These buildings include Building 339 (Paint and Blasting Shop, 1986), Buildings 294 and 336 (Hazardous Materials Storehouses, 1970 and 1983), Building 299 (Auto Hobby Shop, 1975), Building 340 (Special Service Center, 1984), and Building 295 (PW Shop, 1971).

References Cited

Freeman, Paul

2010 Abandoned and Little-Known Airfields. Southern Maryland. Accessed online at http://members.tripod.com/airfields_freeman/MD/Airfields_MD_S.htm.

Global Security

2010 Military, Annapolis. Accessed online at <http://www.globalsecurity.org/military/facility/annapolis.htm>.

John Cullinane and Associates and Robinson and Associates [Cullinane and Robinson]

1999 Naval Station Annapolis Integrated Cultural Resources Management Plan. Prepared for the United States Department of the Navy, United States Naval Academy, Annapolis, Maryland.

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NR-ELIGIBILITY REVIEW FORM

AA-2427

Building 234NS

Page 5

Naval Academy Archives

1945 Untitled Document. Record Group 405, Entry 39b Naval Facilities, Box No. 1, Folder No. 2. U.S. Naval Academy Archives, Nimitz Library, Annapolis, Maryland.

1952 Plan of Hangar. Record Group 405, Entry 39b Naval Facilities, Box No. 5, Folder 2. U.S. Naval Academy Archives, Nimitz Library, Annapolis, Maryland.

Preston, Edmund, Barry A. Lanman, and John R. Breihan

2003 Maryland Aloft: A Celebration of Aviators, Airfields, and Aerospace. Maryland Historical Trust, Crownsville.

Seligman, M. T.

1934 Letter to the Superintendent of the U.S. Naval Academy. Record Group 405, Entry 39b Naval Facilities, Box No. 3, Folder No. 3. U.S. Naval Academy Archives, Nimitz Library, Annapolis, Maryland.

Sellers, David F.

1934 Letter to the Commander, VN Squadron 8D5, regarding Facilities for upkeep and maintenance for airplanes, November 8. Record Group 405, Entry 39b Naval Facilities, Box No. 1, Folder No. 2. U.S. Naval Academy Archives, Nimitz Library, Annapolis, Maryland.

Shafroth, J. F.

1937 Letter from Commanding Officer to Officer in Charge, Buildings and Grounds, United States Naval Academy, USS Reina Mercedes Station Ship, Annapolis, Maryland. February 26. Record Group 405, Entry 39b Naval Facilities, Box No. 3, Folder No. 3. U.S. Naval Academy Archives, Nimitz Library, Annapolis, Maryland.

Smithsonian Institution Air and Space Museum

2010 Naval Aircraft Factory N3N-3 "Yellow Peril." Accessed online at <http://www.nasm.si.edu/collections/artifact.cfm?id=A19610111000>.

Sullivan, Naomi

2006 Naval Support Activity Annapolis Stands Up. U.S. Naval Academy Public Affairs. Accessed online at http://www.navy.mil/search/display.asp?story_id=24030.

United States Geological Survey [USGS]

1937 Annapolis, MD. 15-Minute Topographic Quadrangle. United States Geological Survey, Washington, D.C.

1978 Annapolis, MD. 7.5-Minute Topographic Quadrangle. United States Geological Survey, Washington, D.C.

MARYLAND HISTORICAL TRUST REVIEW

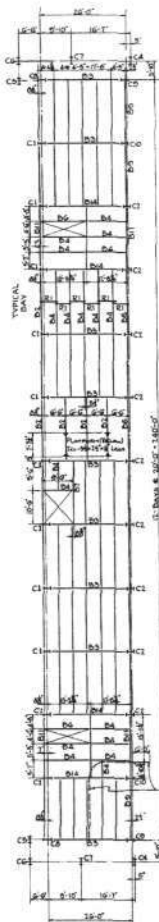
Eligibility recommended _____

Eligibility not recommended _____

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

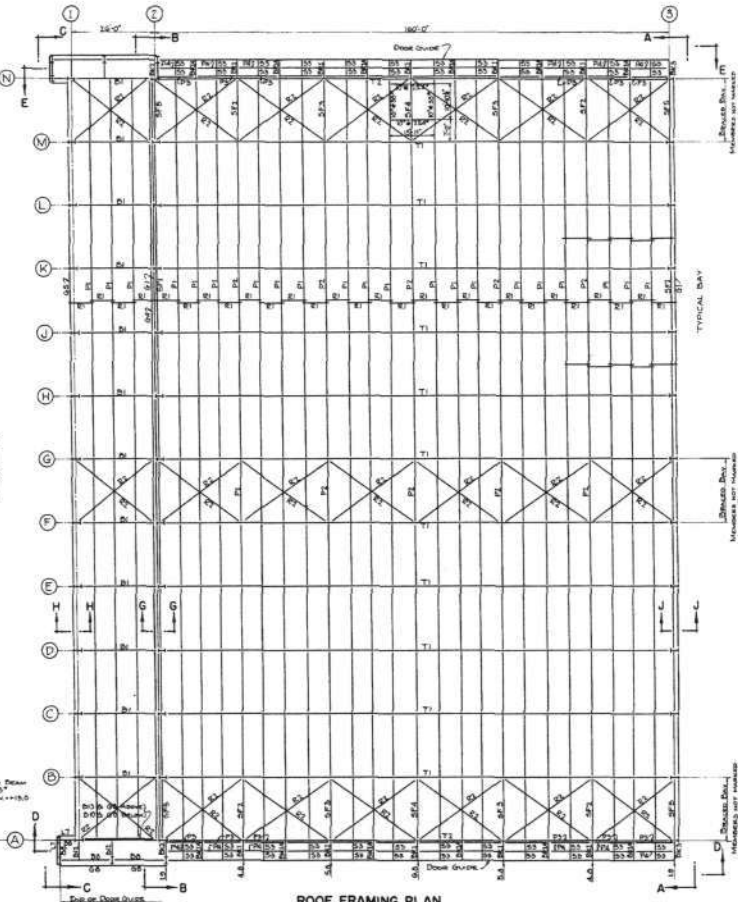
MHT Comments:

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Date_____
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Date



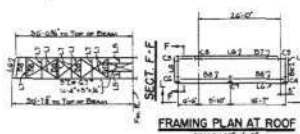
SECOND FLOOR FRAMING PLAN

SCALE 1/8" = 1'-0"



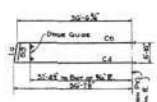
ROOF FRAMING PLAN

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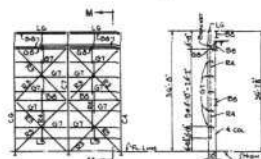
FRAMING PLAN AT ROOF

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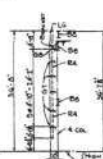
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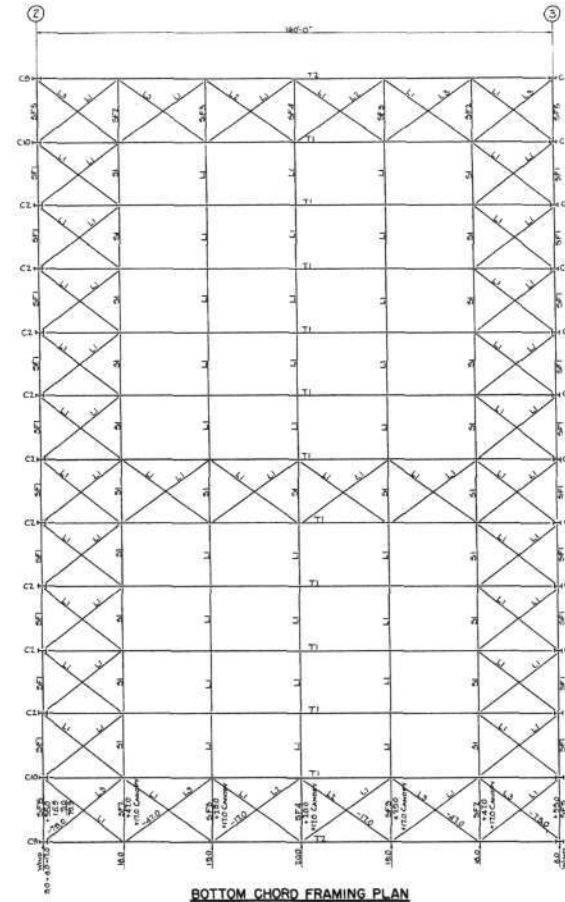
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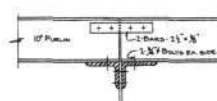
SECTION M-M

SCALE 1/8" = 1'-0"



BOTTOM CHORD FRAMING PLAN

SCALE 1/8" = 1'-0"



TYPICAL PURLINE SPLICE

SCALE 1/8" = 1'-0"

NOTE: AS BUILT DRAWING TRACED FROM CONTRACT DRAWING.

SCHEDULE OF MATERIAL		REMARKS
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D100	I	10" x 14" x 1/2"

RECORD DRAWING

SHEET 14 OF 18
S.E. LETTER NOV. 4230
SERIAL 15-1157-66
DATE Oct. 1, 1949

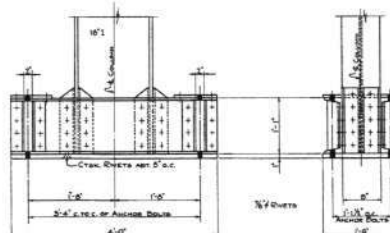
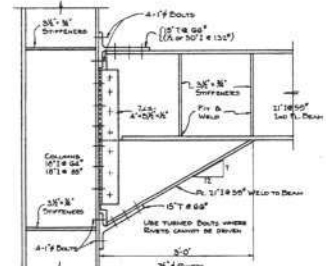
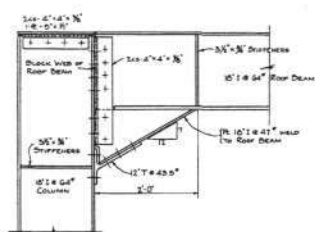
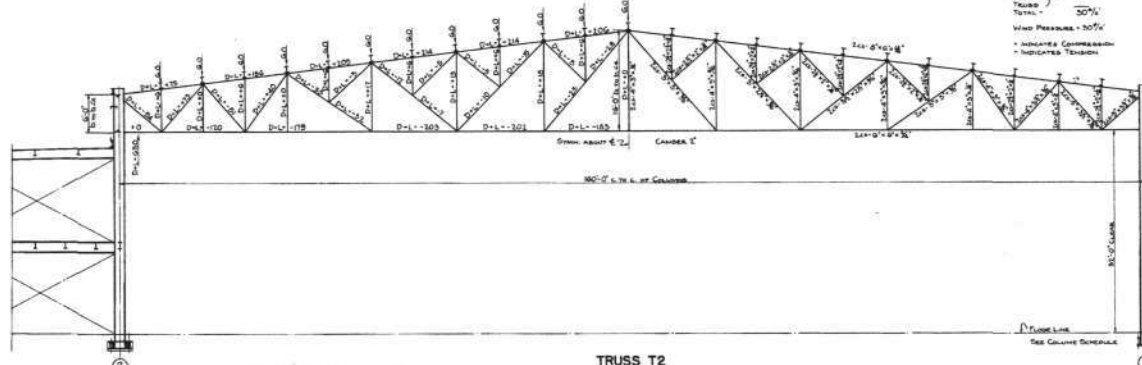
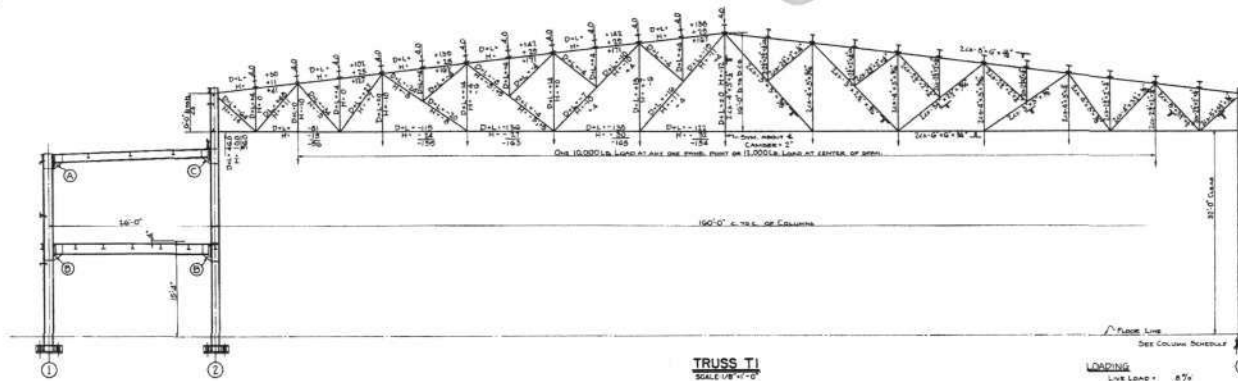
U. S. NAVAL ACADEMY
ANNAPOLIS, MD.
AVIATION FACILITIES
SEAPLANE HANGAR
SECOND FLOOR, ROOF & BOTTOM
CHORD FRAMING PLAN

CONTRACT NO.
NO. 4250
Project No. 1
AS BUILT SET
SHEET 14 OF 18
Y. & D. DWG NO.
327514

APPROVED: NOVEMBER 10, 1938
L. B. COMBS
FOR CHIEF OF BUREAU

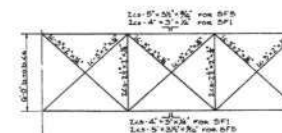
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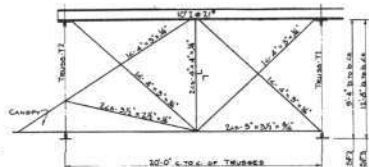


BASE DETAIL
COLUMNS C1, C2 & C10
SCALE 1/4" = 1'-0"

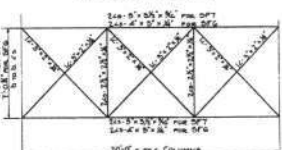
COLUMN SCHEDULE									
COLUMN NUMBER	C1	C2	C3	C4	C5	C6	C7	C8	C9
NO. OF COLS.	11	8	13	6	2	2	2	2	2
LOAD	57000	57000	57000	10000	6000	18000	59000	59000	59000
MOMENT	97500	97500	97500	—	—	—	—	—	—
SECTION	18" x 64"	18" x 64"	18" x 64"	12" x 36"	12" x 36"	18" x 64"	18" x 64"	18" x 64"	18" x 64"
BASE MATERIAL	SEE DETAIL	SEE DETAIL	SEE DETAIL	SEE DETAIL	SEE DETAIL	SEE DETAIL	SEE DETAIL	SEE DETAIL	SEE DETAIL
ELEV. BOT. BASE PLATE	-2'-6"	-2'-6"	-2'-6"	-3'-0"	-3'-0"	-3'-0"	-3'-0"	-3'-0"	-2'-6"
NET UPLIFT	—	—	—	—	—	—	—	—	—



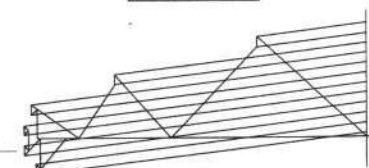
SWAY FRAME SF-5



SWAY FRAMES SF-3 & SF-4



SWAY FRAME SF-7



RECORD DRAWING

SHEET 16 OF 16
SHEET NO. 4230
SERIAL 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

NOTE: AS BUILT DRAWING TRACED FROM CONTRACT DRAWING.

DRAWN BY: R.E.S. CHECKED BY: A.E.S. ELEC. ENGR. A.E.S. ARCHITECT A.E.S. IN CHARGE	U.S. NAVAL ACADEMY ANNAPOLIS, MD. AVIATION FACILITIES SEAPLANE HANGAR COLUMN SCHEDULE TRUSSES & DETAILS
CONTRACT NO. NO. 4250	Project No. 1 AS BUILT SET SHEET 16 OF 36
Y.B.D. DWG. NO. 327516	APPROVED NOVEMBER 10, 1939 L.B. COMBS FOR CHIEF OF BUREAU

577-415-41

45.4

PHOTO LOG

MIHP # AA-2427

BUILDING 234NS

NAVAL SUPPORT ACTIVITY ANNAPOLIS , NORTH SEVERN

ANNE ARUNDEL COUNTY, MARYLAND

THE LOUIS BERGER GROUP, INC.

7/2010

PHOTO	FILE NAME	DESCRIPTION	INK/PAPER
1	AA-2427_2010-7-12_1.TIF	North Elevation, Looking Southeast	Epson UltraChrome Pigmented Ink/Epson Premium Enhanced Matte
2	AA-2427_2010-7-12_2.TIF	North Elevation, Looking West	Epson UltraChrome Pigmented Ink/Epson Premium Enhanced Matte
3	AA-2427_2010-7-12_3.TIF	East Elevation, Looking Southwest	Epson UltraChrome Pigmented Ink/Epson Premium Enhanced Matte
4	AA-2427_2010-7-12_4.TIF	East and South Elevations, Looking Northeast	Epson UltraChrome Pigmented Ink/Epson Premium Enhanced Matte
5	AA-2427_2010-7-12_5.TIF	West Elevation, Looking Southeast	Epson UltraChrome Pigmented Ink/Epson Premium Enhanced Matte
6	AA-2427_2010-7-12_6.TIF	Interior of Building	Epson UltraChrome Pigmented Ink/Epson Premium Enhanced Matte



AA-2427

BUILDING 234NS

USNA NORTH SEVERN

ANNE ARUNDEL COUNTY, MD

LOUIS BERGER GROUP

7/2010

MDSHPO

NORTH ELEVATION, LOOKING SOUTHEAST

PHOTO 1 OF 6



AA-2427

BUILDING 234NS

USNA NORTH SEVERN

ANNE ARUNDEL COUNTY, MD

LOUIS BERGER GROUP

7/2010

MDSHPD

NORTH ELEVATION, LOOKING WEST

PHOTO 2 OF 6



AA-2427

BUILDING 234N³

NSAA NORTH SEVERN

ANNE ARUNDEL COUNTY, MD

LOUIS BERGER GROUP

7/2010

MDSHPD

EAST ELEVATION, LOOKING SOUTHWEST

PHOTO 3 OF 6



AA-2427

BUILDING 234NS

N844 NORTH SEVEN

ANNE ARUNDEL COUNTY, MD

LOUIS BERGER GROUP

7/2010

MD SHPD

EAST & SOUTH ELEVATIONS, LOOKING NORTHEAST

PHOTO 4 OF 6



AA-2427

BUILDING 234NS

NS44 NORTH SEVERN

ANNE ARUNDEL COUNTY, MD

LOUIS BERGER GROUP

7/2010

MDSHPD

WEST ELEVATION, LOOKING SOUTHEAST

PHOTO 5 OF 6



AA-2427

BUILDING 234 NS

NS44 NORTH SEVERN

ANNE ARUNDEL COUNTY, MD

LOUIS BERGER GROUP

7/2010

MDSHPD

INTERIOR OF BUILDING 6

PHOTO 6 OF 6